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REPORT

CD NO

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

YUGOSLAV RAILROADS EXPAND

Coal	184
Ores	152
Metallurgical products	156
Lumber and wood products	170
Cement and gypsum	303
Other building material	220
Grain and grain products	127
Sugar beets	144
Other consumer goods	169

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DISTRIBUTION

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<u>Railroad Index (1933 = 100):</u>	<u>1948</u>	<u>1949</u>
Transportation of freight (in tons)	175	252
Transportation of freight (in cars)	163	184
Average haul of freight (in km)	104	90
Average haul of passengers (in km)	83	74.5
Number of passengers carried	260	300
Load of freight cars per axle (in tons)	125	139
Car turnaround time	60	50
Average weight of trains (in tons)	125	129

The productivity of railroad workers, as compared with the prewar period, rose 25 percent in 1948 and 33 percent in 1949.

During the first half of 1949, about 20 percent of the freight cars, about 30 percent of the locomotives, and about 10 percent of the freight-loading personnel were idle. This resulted from miscellaneous cases of poor organization and planning, inefficiency, and lack of parts. Consequently, the railroads failed to fulfill 29 percent of the plan for the first half of 1949. As Yugoslav factories cannot build new passenger cars in sufficient quantities, and as large-scale purchases of freight cars and locomotives abroad cannot be counted upon, full utilization of existing equipment is essential.

IUPOGLAV-STALIJE RR CONSTRUCTION PROGRESSES -- Borba, No 194, 16 Aug 49

Preparatory work on the construction of the Iupoglav-Stalije railroad line began in the fall of 1948. Construction itself began in January of 1949. Some small tunnels already have been built.

This 54-kilometer line will link southeastern Istria and the Rasa mine with other parts of Yugoslavia, thus making the routing of coal from Stalije to Rijeka unnecessary, since transportation of coal over the new line will be much cheaper.

Construction of this railroad involved drilling 1,580 meters of tunnels, building two viaducts, over 130 culverts, seven stations, etc.

BRIDGE CONSTRUCTION PROGRESSING -- Borba, No 192, 14 Aug 49

The preparatory work on the bridge over the Sava, near Ostruznica, has been finished. Equipment for the construction of pillars and electric pumps has been built.

WATER TANKERS UNDER CONSTRUCTION AT RIJEKA -- Borba, No 199, 22 Aug 49

Six large special water tankers, the first to be built in Yugoslavia, are near completion at the "Treci Maj" Shipyard in Rijeka. The first two will sail in August and the other four will be completed by the end of 1949.

The ships' holds will each contain four large metal reservoirs, into which 300,000 liters of water can be poured by special suction pumps. The water will be poured through special water pipes from the ships to tanks on the islands.

Although the tankers are being built primarily for carrying water, they will also be used for carrying freight during the winter. The reservoirs easily can be removed from the holds, which will then be used for various cargoes.

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Cabins with beds for the crew, running water, and electrical and ventilating equipment are at the stern. Freight storage is at the bow.

Since Istria lacks drinking water, the Ministry for Newly Liberated Areas has allotted it special credits for building and remodeling aqueducts and tanks. About 50 new tanks are being built (20 of these are already finished), and about ten large aqueducts are being rebuilt in Istria.

The ships are intended primarily to supply water to the population of the islands.

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